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CENTRAL INTELLIGENCE AGENCY
INFORMATION REPORT

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COUNTRY Czechoslovakia
SUBJECT Let Aircraft Plants at Kunovice

REPORT [Redacted]
DATE DISTR. 5 January 1955

NO. OF PAGES 12

DATE OF INFO. [Redacted]
PLACE ACQUIRED [Redacted]

REQUIREMENT [Redacted] 25X1
REFERENCES

This is UNEVALUATED
Information

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(FOR KEY SEE REVERSE)

25 YEAR RE-REVIEW

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USAF review completed.

STATE	#X	ARMY	#X	NAVY	#X	AIR	#X	FBI	AEC						
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(NOTE: Washington distribution indicated by "X"; Field distribution by "#".)

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REPORT

[Redacted]

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COUNTRY Czechoslovakia

DATE DISTR. 29 Oct 1954

SUBJECT Let Aircraft Plants at Kunovice

NO. OF PAGES 11

DATE OF INFORMATION

[Redacted]

REFERENCES:

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[Large Redacted Area]

Location and Layout

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- 1. There were two aircraft plants in Kunovice (N 49-03, E 17-28):
Let Zavod 01 and Let Zavod 02 (For exact location see Enclosure A.
For plant layouts see Enclosure B).

Let Zavod 01

- 2. Let Zavod 01 was formerly an Avia Aircraft plant. This plant was commonly referred to as Old Avia (Stara Avie). Aircraft were repaired there.
- 3. The engine and instrument panel were removed from the fuselage and the engine was sent to the factory for checking. (Engines M-410, M-411 and M-211 as well as engines for C-105, C-106, C-104 and the Sokol aircraft, were sent to Motorlet, Prague-Jinonice. Praga-D type engines for Piper, Zlin 22 and Honzik aircraft were sent to the Praga Factory in Prague; [Redacted] Instead of waiting for the same engine to be returned from the factory, another engine was usually installed in the fuselage. The fabric was not removed from the fuselage. The fuselage, wings, tail unit, as well as the joinings, were checked. The aircraft was then reassembled. [Redacted] it took about six months from the time the plane was brought to the factory until

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it was released. [redacted]

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[redacted] usually received a new plane for checking every two days. The C-104, C-105, C-106, Piper, Zlin 22, Honzik and Sokol aircraft were processed in Building #10 (Enclosure B), ME-109, C-2 and C-3 aircraft were processed in Building #7 (Enclosure B). In addition, the Aero-45 was repaired in the factory.

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4. In addition to checking and repairing, the aircraft plant also assembled new aircraft. A low-wing monoplane, three-seated, of monocoque construction, equipped with Praga-D engine was produced in Building #10 (Encl. B). This type was either Honzik or Zlin 22. A type of glider was produced in Building #5 (Encl. B).

[redacted] it was the same as that pictured on the front of Letectvi magazine, May 1954.

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5. The aircraft were tested on the plant's airfield. (Zavod 01 and Zavod 02 processed only fuselages; no engines were repaired or produced and therefore there were no test beds.) The aircraft were shipped to individual airfields (aircraft were flown to practically all airfields in Czechoslovakia) according to the instructions of the Technical Administration of the Air Force, Ministry of National Defense. Gen. KREML (Josef or Karel),

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6. Let Zavod 01 employed about 200 people. Some of the aircraft repair mechanics had worked for the factory for as long as 16 years. TRNKA was the chief supervisor in the factory. He was appointed to this position in December 1953. The factory worked in only two shifts because the power plant of the factory did not produce enough electricity for three shifts.

Let Zavod 02

7. Let Zavod 02, commonly referred to as plant near the forest, was a new factory for the production of aircraft (except engines). The construction of the plant started sometime during 1950 and it was sufficiently finished for use in the early spring of 1954. Another production building was still to be built; it was to be located in the open area north of Building #22 (Encl. B), and was to be similar to Building #19 (Encl. B).

8. The factory produced C-11 aircraft and the upper part of the vertical stabilizer for the S-102. [redacted] unable to judge the capacity of the aircraft production because production was still in the initial stage. The first test flight was made about the middle of November 1953 and the second during the last part of December 1953. From late December 1953 [redacted] 1954, 18 C-11 aircraft left the factory.

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[redacted] it was planned to produce four C-11 aircraft daily, but did not say when this rate of production would be achieved. [redacted] production would be possible because the factory was new, but it would require additional personnel, especially technicians. [redacted]

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[redacted] by the end of 1954 the factory would produce only a maximum of 10 C-11's per month.

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9. From the last of December 1953 until the middle of March 1954, 18 engines for C-11 aircraft were delivered to the factory [redacted] inspected each engine that arrived at the plant). Sixteen of these engines were from the USSR [redacted] Russian engines were no longer delivered after February 1954. Two engines received during March 1954 were Czechoslovak, from the Motorlet Works in Prague-Jinonice. These radial engines had seven cylinders and [redacted] the capacity of each to be from 20,000 to 26,000 cc. The engines had no nameplate. The Russian engines seemed to be new. The external parts of the engines, oil pump, carburetor, etc., were new [redacted]. The engines must have been in stock for a long time, however, perhaps several years judging from the color of the oil. 25X1
10. Both the Soviet and Czechoslovak engines arrived in wooden crates, 180 x 180 cm., painted light blue and addressed in black block letters. (The Soviet crates bore inscriptions in the Cyrillic alphabet.) The sides of the crates were held together by four screws. After the engines were removed, the crates were returned to the originating factory. 25X1
11. [redacted] not know the quantity of upper vertical stabilizers for S-102 produced. All production was sent to the Avia Factory in Prague [redacted] 25X1
12. A-45 (Aero 45) aircraft were to be produced (except engines) starting in May 1954. The first 300 units were to be shipped to China. [redacted] 25X1
- There were about 25 A-45 aircraft (fuselage with wings) parked in Building #19 (Enclosures B and D) [redacted]
13. [redacted] poor cooperation among the individual sections because of poor management and shortages of material. The origin or quantity of raw materials received at the plant was unknown [redacted] shipments of the following materials: "dural" sheet metal, fabric, tires from Gottwaldov, piping, steel, plexiglass, cockpit instruments, landing gears, propellers, Soviet-made machine guns ([redacted] they were 12 mm.) for C-11 aircraft, radio compasses, steel cables, and levers. Shipments of these materials arrived by train at irregular intervals. 25X1
14. Zavod 02 employed over 600 people whose work was supervised by air force personnel. [redacted] Production in the factory was started with the help of technicians from the Avia Factory in Prague. These technicians returned to Prague in the beginning of 1954. Most of the workers in the factory were unskilled laborers and farmers who commuted by bus from surrounding villages, and by railway from Uherske Hradiste. There were constant feuds between those who lived in towns and those who lived on their own farms; the former insisted they should have higher wages. The chief engineer in the plant was MAREK or MARECEK. One of the chief technicians was Ing. Frantisek SVINKA [redacted] 25X1
- [redacted] not [redacted] much complaining about working conditions, except in winter when the plant was very poorly heated.

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Some workers were unable to work because of the cold; they burned wood in tin containers although it was against fire regulations. Most departments had water fountains. The plant operated in three shifts. Although there was a power plant for emergency use, most of the electricity used came from outside

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15. The new C-11 aircraft were tested on the grassy air strip by pilot Miloslav SCHMID

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the Czechoslovak-made C-11 engines were much better than the Soviet ones. All aircraft were flown from the plant to their destination.

16. Each employee was issued a light blue identification card to enter the plant area. Round identity tags were issued for access to special sections, such as the production and final assembly hall. Both Zavod 01 and Zavod 02 were surrounded by a mesh wire fence topped with barbed wire. All entrances were guarded by guards in dark blue uniforms armed with pistols (No. 24, calibre 7.65 mm., trade name unknown)

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Enclosures:

- A. Location of Aircraft Plants in Kunovice and Points of Interest.
- B. Plants' Layout.
- C. Bore Sighting Range at the Zavod 02.
- D. Sketch of Final Assembly Floor Plan, Zavod 02.

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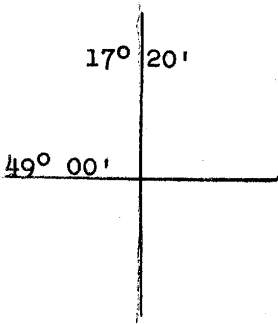
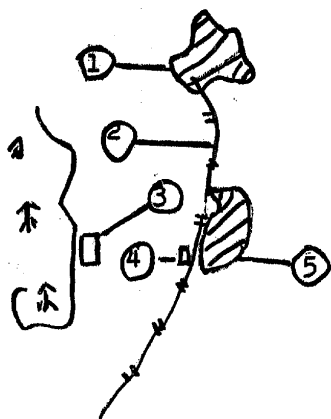
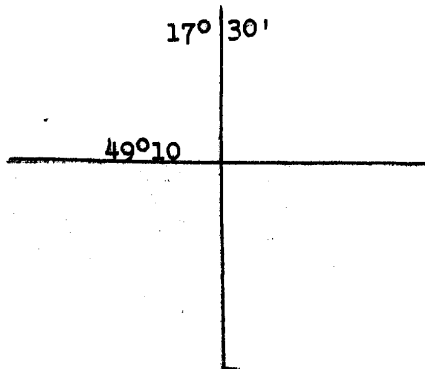
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Encl. A, Location of Aircraft Plants at Kunovice and points of interest. Overlay on 

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Legend to Enclosure A.

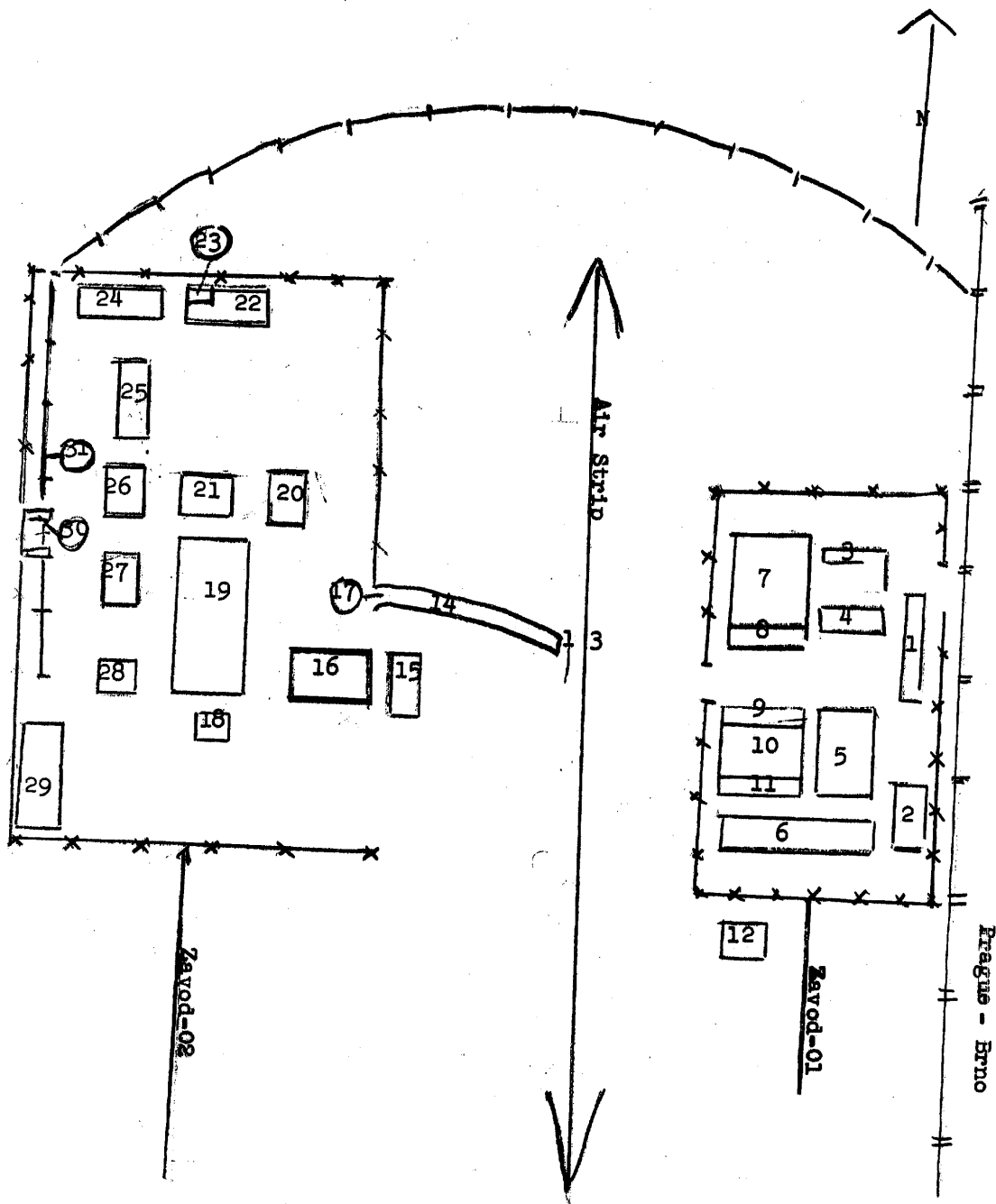
1. Uherske Hradiste (N 49-04, E 17-27).
2. Double-tracked railroad line, Prague-Brno.
3. Let/Zavod-02.
4. Let/Zavod-01.
5. Kunovice (N 49-03, E 17-28).

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Encl. B, Kunovice Aircraft Plants



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Legend to Enclosure B.

PLANT LAYOUT, ZAVOD 01

1. Building, brick, 25 x 10 x 5 m., single-storied on both sides, double story in the middle (10 m. high). Building contained one guard room on the first floor. The first and second floors of the middle portion housed various offices.
2. Boiler House, brick, dimensions unknown [redacted] 25X1
3. Machine Shop, concrete foundation. wooden walls. L-shaped, single story, roof and dimensions [redacted] several lathes, milling machines, planing machines, and boring machines. 25X1
4. Warehouse, where repaired aircraft parts were stored; wooden, single story, roof and dimensions [redacted] 25X1
5. Workshop, brick, middle of the building was single story, sides were two storied and contained various offices. Workshop was divided into offices and a hall where glider frames were made.
6. Plywood Storage, open on sides.
7. Assembly Hall, brick, 60 x 40 x 12 m, straight roof; assembling and disassembling of repaired aircraft was done here. [redacted] four engine mechanics, three wing mechanics, three fuel system specialists, four electricians, four cockpit specialists, two instrument specialists, four landing gear and hydraulic specialists. 25X1
8. Building, brick, length [redacted] 40 m. wide, 12 m. high; offices of various kinds were located here. 25X1
9. Paint Shop where repaired aircraft and new gliders were painted; building was brick, 40 m. wide, 12 m. high, length [redacted] three people worked there. 25X1
10. Assembling Hall for disassembling of lighter aircraft.
11. Workshop for soldering of aircraft, about 10 people were employed there.
12. Bore Sighting Range, old, 100 m. long.
13. Air Strip, grassy, level, well kept, about 1,000 m. long, 500 m. wide; new aircraft were tested here.

PLANT LAYOUT ZAVOD 02

14. Taxistrip to air strip. (Pt. 13), concrete, new, eight m. wide.
15. Bore Sighting Range, new, about 100 m. long, 15 m. wide, 6.5 m. deep in ground; [redacted] a modern range with concrete walls for muffling the sound after the gun was fired. The walls had a 15 m. long and 3 m. wide opening. The floor and the sloping embankment were of dirt. [redacted] never [redacted] any gun-testing there. The space where aircraft were placed had a roof. (Encl C). 25X1
16. Hangar, new, reinforced concrete, concrete floor; hangar was about 50 x 25 x 12 m, shed type roof. [redacted] 25X1

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Legend to Enclosure B Cont'd

17. Gate, guarded by one guard who walked around the plant's premises with a trained dog. 25X1
18. Workshop, wooden, single story: [redacted] coating of metal against corrosion was performed here electrically with the help of a plus and a minus solution. [redacted] 25X1
19. Production and Final Assembly Hall (Encl. D), building was brick, single story [redacted]; sky-light roof, neon lighting inside. One guard guarded the entrance to the final assembly section. 25X1
20. Paint Shop, brick, single story [redacted] new aircraft were painted here. 25X1
21. Forge Workshop; [redacted] 25X1
22. Administrative Building, brick, four-story; main administrative offices located here.
23. Guard House with three guards who guarded the plant's premises.
24. Building, brick [redacted] various clubs held their meetings here, also a recreation hall was located in this building. 25X1
25. Storage, single story, brick [redacted] aircraft parts were stored here. It was not specially guarded. 25X1
26. Workshop, brick; it stood empty [redacted] 25X1
27. Building, with mess hall and kitchen.
28. Electric Workshop, brick, single story, former stockade for political prisoners.
29. Boiler House; [redacted] 25X1
30. Two Cranes, one five ton capacity and the other smaller; loaded and unloaded material from RR cars.
31. Single Railroad Spur, led from main double-tracked railroad line Brno to Trencianska Tepla (N 48-56, E 18-07) to the plant.

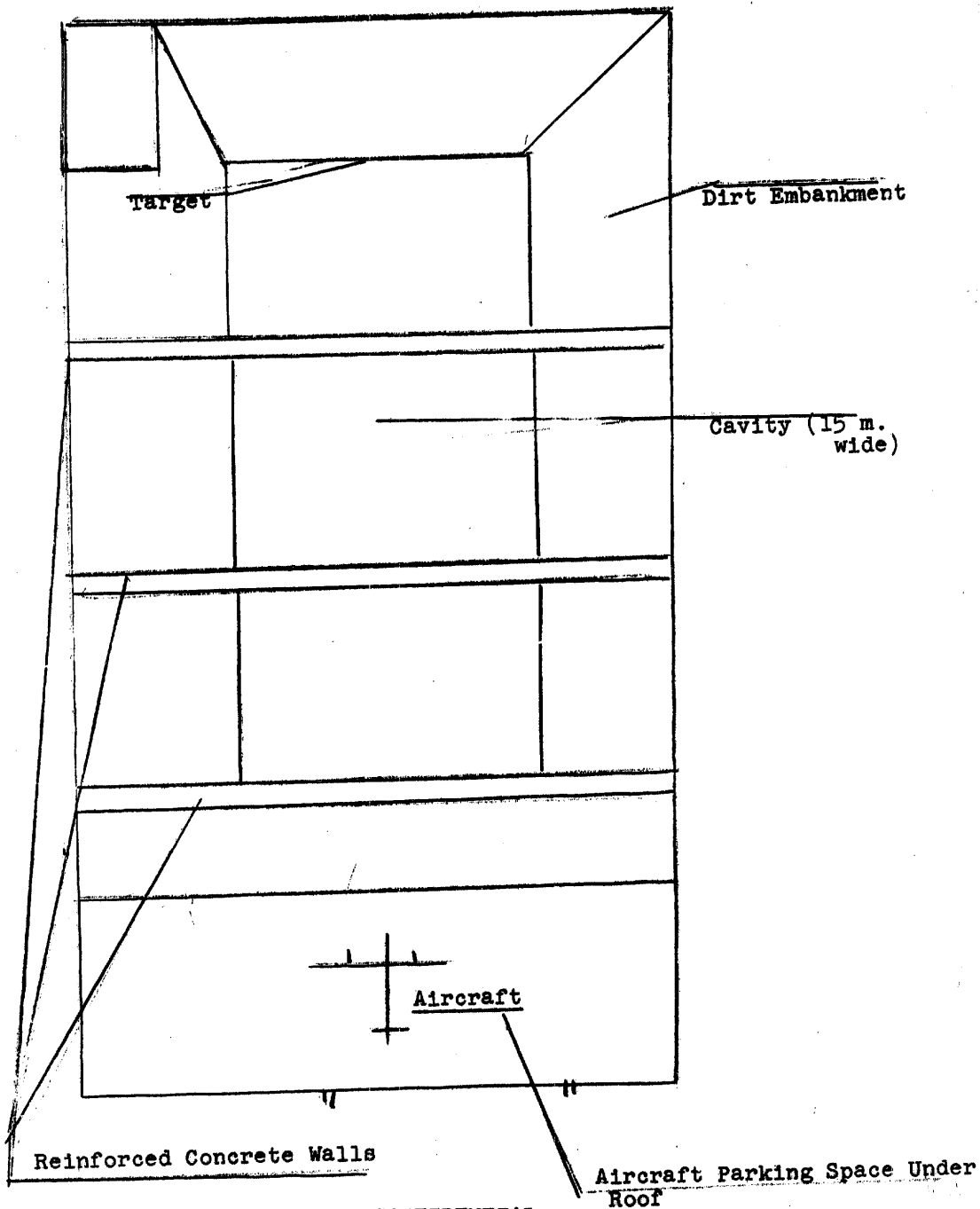
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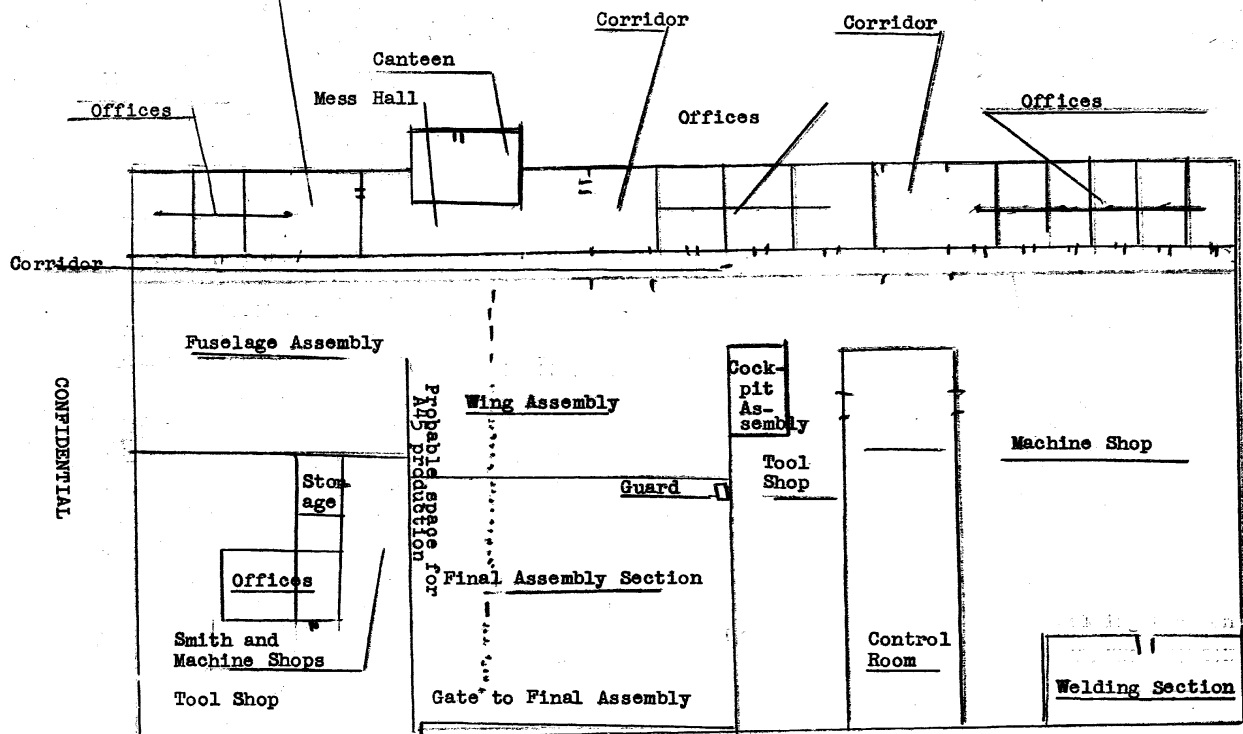


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encl. C, Bore Sighting Range at Zavod O2.



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Encl. D. Sketch of Final Assembly Floor Plan at Kuzovov Zavod OZ.

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